

Roads

PROGRAM DESCRIPTION AND OBJECTIVES

The objective of the Roads Program is to alleviate congestion within key transportation corridors of the County and improve roadway capacity, safety, circulation, and accessibility throughout the County. Additional capacity and congestion relief is provided through new construction, realignments, upgrades, or by providing missing transportation links; implementation of master planned growth; and the improvement of traffic flow and circulation. Roadway improvements also allow commercial and residential development plans to proceed allowing construction of housing to meet the growing population of the County. An adequate transportation network allows business growth to provide employment opportunities; and accommodates public and quasi-public facilities which respond to the demands of citizens for services and safe access to schools. In addition to providing traffic capacity, the roads program provides funding for: pedestrian facilities and bikeways alongside new roadways; advance reforestation, highway noise abatement structures, stormwater management structures, and other mitigation measures to protect the environment; landscaping to improve appearance to highway users and surrounding properties; and on-site reforestation to improve appearance, contribute to a cleaner environment, and buffer affected communities. The program also provides funding for planning and preliminary engineering design of future new and reconstruction roadway projects. The roads program also includes funding for planning and preliminary engineering design of future mass transit facilities projects. Additional mass transit facilities are necessary to encourage mass transit use as a means of relieving congestion on the County's roadways.

HIGHLIGHTS

- Continue design along Goshen Road from Girard Street to Warfield Road to reduce traffic congestion and improve pedestrian and vehicular safety.
- Design and reconstruct Randolph Road from Rock Creek to Charles Road to improve pedestrian and vehicular safety and reduce traffic congestion.
- Connect Thompson Road and Rainbow Drive for improved access to Briggs Chaney Middle School and residents in the community.
- Build Montrose Parkway East from Parklawn Drive to Veirs Mill Road to relieve traffic congestion and to improve vehicular safety.

PROGRAM CONTACTS

Contact Holger Serrano of the Department of Public Works and Transportation at 240.777.7235 or Alison Dollar of the Office of Management and Budget at 240.777.2781 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The FY09-14 Roads Capital Improvement Program includes 3 new and 17 ongoing projects totaling \$281 million over the next 6 years. This represents a \$43.3 million, or 13 percent, decrease from the Amended FY07-12 CIP of \$324 million. This decrease is due primarily to the completion or progress of previously approved projects.

PROGRAM FUNDING

G. O. Bonds

The general obligation bonds decreased by 11.5 percent as a portion of funding for the Roads Program, from \$170.3 million in the Amended FY07-12 CIP to \$150.8 million.

TRANSPORTATION IMPACT TAXES

The County Council amended the Transportation Impact Tax structure and rates effective December 1, 2007. The amended Impact Taxes are levied at four different rate schedules: (1) the majority of the County which is classified as the "General" impact tax area; (2) designated Metro station areas; (3) Clarksburg Impact Tax District; (4) and six designated MARC station areas. While the new rates may generate increased revenues, the FY09-12 Transportation CIP does not assume additional Impact Tax revenues because historically, Impact Tax collections have lagged significantly behind projections. Impact Taxes for FY13 and FY14 were programmed based on current projections.

STATE ROAD PROGRAM

In addition to the County Roads, Bridges, Traffic Improvements, and Public Works programs included in the County CIP, the State's Consolidated Transportation Program (CTP) represents a significant investment in improving and maintaining the roadway network in Montgomery County. The State's Draft Consolidated Transportation Program is released each October. Final action on the Statewide CTP is taken by the General Assembly. State roads in Montgomery County are identified by numbers (e.g., MD 650 is New Hampshire Avenue). State projects scheduled in Montgomery County in the Draft FY 2008-2013 CTP include: 4 construction projects and 13 development and evaluation projects impacting interstate highways and primary and secondary roads.

Construction Projects:

Road	Nature of Work
------	----------------

US 29:	Columbia Pike: Construct a new interchange at Briggs Chaney Road.
--------	-------------------------------------------------------------------

InterCounty Connector:	
------------------------	--

	Construct a new East-West multi-modal highway in Montgomery and Prince George's Counties between I-270 and I-95/US 1.
--	-----------------------------------------------------------------------------------------------------------------------

MD 124:	Woodfield Road: Construct a 6 lane divided highway from south of Airpark Road to north of Fieldcrest Road (1.14 miles).
---------	-------------------------------------------------------------------------------------------------------------------------

MD 355:	Rockville Pike: Construct an interchange at Randolph Road/Montrose Parkway.
---------	-----------------------------------------------------------------------------

Development and Evaluation Projects:

I- 270:	Eisenhower Highway, and US 15, Frederick Freeway: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 Corridor in Montgomery and Frederick Counties from Shady Grove Road to North of Biggs Ford Road (27.9 miles).
---------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

I-270:	Watkins Mill Road Extended: Study to construct a new interchange at Watkins Mill Road Extended.
--------	-------------------------------------------------------------------------------------------------

I-495/I-95:	Corridor Transportation Study: Study to determine the feasibility of providing managed lanes or other transit improvements from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).
-------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

US 29:	Columbia Pike: Study to construct interchange at Musgrove/Fairland Road.
--------	--------------------------------------------------------------------------

US 29:	Columbia Pike: Study to construct interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road.
--------	------------------------------------------------------------------------------------------------------------------

MD 28/198:	Norbeck/Spencerville Road: Corridor Study to consider capacity improvements in the MD 28
------------	------------------------------------------------------------------------------------------

and MD 198 corridor in Montgomery and Prince George's Counties (10.5 miles).

MD 28:	Rockville Town Center: Study to construct interchange improvements at MD 28/MD 586/MD 911.
--------	--------------------------------------------------------------------------------------------

MD 97:	Georgia Avenue: Study to construct interchange improvements at MD 28/Norbeck Road.
--------	------------------------------------------------------------------------------------

MD 97:	Brookeville Bypass: Study to construct a two-lane highway from MD 97 south of Brookeville to MD 97 north of Brookeville.
--------	--------------------------------------------------------------------------------------------------------------------------

MD 97:	Georgia Avenue: Study to construct interchange improvements at Randolph Road.
--------	-------------------------------------------------------------------------------

MD 117:	Clopper Road: Study to construct intersection capacity improvements from Great Seneca Park to I-270 (1.73 miles).
---------	-------------------------------------------------------------------------------------------------------------------

MD 124:	Woodfield Road: Study to reconstruct MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road (2.3 miles).
---------	--------------------------------------------------------------------------------------------------------------------------------------------------------

MD 355:	Rockville Pike: Study to construct a CSX Railroad grade separated crossing and interchange improvements at Parklawn Drive.
---------	----------------------------------------------------------------------------------------------------------------------------

The Draft FY 2008-2013 CTP includes \$94.3 million for the Construction Program; and \$30.7 million for the Development and Evaluation Program, which is similar to Montgomery County's Facility Planning process. In addition, the CTP includes \$91.4 million for 47 system preservation projects including road resurfacing and reconstruction; intersection improvements; and bridge repair and reconstruction.

GROWTH POLICY CONSIDERATIONS

In an effort to coordinate development activity with the implementation of the Transportation Program, County law establishes the Growth Policy and the Adequate Public Facilities Ordinance (APFO). The Growth Policy correlates public facilities such as transportation infrastructure and schools with private development, so that development cannot outpace the construction of the infrastructure needed to support it. The APFO tests for the adequacy of road and transit facilities using tests called the Local Area Transportation Review (LATR) and the Policy Area Transportation Review (PATR).

LATR sets standards for traffic congestion at intersections throughout the County and tests individual subdivisions to determine if the new development will cause congestion at any of these intersections to exceed the standard. To be counted for transportation capacity under LATR, a road must be programmed for completion within four years in a State, County, or municipal capital program.

County Council approved the PATR which uses an area-wide transportation test called the Policy Area Mobility Review

(PAMR) to evaluate the relative arterial mobility (RAM), which is the ratio of the average congested speed to the average free-flow speed, and the relative transit mobility (RTM), which is the ratio of the average transit commute speed to the average congested speed. Overall transportation adequacy will be defined by the relationship between the RAM and RTM.

The six-year Roads, Bridges, and Traffic Improvements Program, combined with the State Consolidated Transportation Program and roads built by developers as conditions for approval, is expected to improve the County's road and related development capacity, while increasing safety by widening roads and intersections and engineering them to modern standards.

Required Adequate Public Facilities Designation

Each Project Description Form in the Transportation Program contains an area at the top titled, "Required Adequate Public Facilities." If this area contains a "YES," the project has been counted toward the Montgomery County Planning Board's approval of specific developments. The area indicates only previous approvals and does not indicate any future approvals that may take place.